3. PERFORMANCE ELEMENT

3.A BACKGROUND

Following passage of AB 1963 in 1994, the CMP is required to include a Performance Element, but no longer contains an element which focuses solely on transit. The principal reason for replacing the transit element with the performance element is that the separation of roadway issues from transit in past CMP's failed to provide an objective basis on which to select between modal alternatives to address various transportation problems, nor did past CMP's explicitly address goods movement. The ability to objectively address these issues is needed to ensure consistency with the Regional Transportation Plan, and because the CMP is the program through which California has chosen to meet federal Congestion Management System Requirements.

The objective of the performance element is to provide a basis on which to objectively assess the relative merits and select among available modal alternatives or other strategies to maintain mobility for people and goods in a period of continuing growth, fiscal constraints, and environmental concerns. The performance measures chosen for use in selecting and prioritizing among alternative transportation strategies should be those that best measure progress toward achieving the transportation objectives set forth in the Comprehensive Transportation Plan (CTP) for San Bernardino County and the Regional Transportation Plan.

Measures of multimodal mobility for people and goods can be used in several CMP elements: 1) in selecting among alternative mitigation strategies in the land use/transportation analysis program; 2) in defining the effectiveness of action programs to be implemented through deficiency plans; and 3) in developing the capital improvement program. Statute also requires continuing consideration of the transit measures (formerly called standards) from past CMP's, as well as measures of roadway system performance.

This chapter presents the legislative requirements; establishes objectives, policies, and actions; provides an overview of performance measures available for use to meet CMP requirements, and presents the measures and goals for transit routing, frequency, and coordination.

3.A.1 LEGAL REQUIREMENTS

California Government Code Section 65089 (b) states the requirements for inclusion of a Performance Element in the Congestion Management Program:

> (2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

3.A.2 BENEFITS AND IMPLICATIONS

Performance measures have been developed by the CMA as part of the CTP process, as well as by the Southern California Association of Governments for the 2001Regional Transportation Plan. A matrix which relates the CTP and Regional Transportation Plan performance measures to the goals and objectives of the CTP is shown in Table 3-1. A subset of these, focusing principally on multimodal mobility and goods movement, will be recommended for use in CMP applications.

The principal benefits of augmenting performance measures from past CMP's (traffic level of service and transit standards) with the measures identified in this chapter are:

- An enhanced ability to objectively evaluate and select among multimodal alternatives to address transportation system deficiencies,
- An improved basis for assessing the relative benefits of alternative investments on goods movement,
- Consideration of cost-effectiveness in the project selection and prioritization process, and
- Consideration of the mobile source emission reduction potential of alternative transportation investments and policies.

Measurement of traffic level of service (LOS) remains a significant component of the CMP. LOS for all CMP applications shall be measured in accordance with the most recent version (2000) of the Highway Capacity Manual (HCM), or by other methodologies found by the CMA to be consistent with 2000 HCM methods. Such findings are required to be made prior to the use of alternative methods to meet CMP requirements. Monitoring and LOS calculation procedures are discussed in more detail in Chapter 2 and Chapter 6.

Transit objectives for frequency, routing, and coordination in San Bernardino County have been developed in conjunction with the Transit Operating and Capital Plans, the Regional Transportation Plan, Air District Plans where appropriate, and the other CMP elements. The primary benefits of the transit objectives are:

- Provide additional direction for the continued development of transit services both geographically and over time, with emphasis on the peak period.
- Establish flexible criteria for the development of transit services in specific corridors and to employers and activity centers.
- Provide more specific information for transit considerations in local jurisdiction land use decisions, employer location decisions, and employee trip reduction programs.
- Provide potential air quality improvements through reductions in vehicle travel.

TABLE 3-1

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COMPARISON OF PERFORMANCE MEASURES

GOAL	OBJECTIVE	CTP PERFORMANCE MEASURE	SCAG PERFORMANCE MEASURES	COMMENTS
#1: System Operations and Maintenance	#1. Maintain Accident Rates	Number of fatalities or injuries per vehicle miles traveled (VMT)	Reliability (probability of arriving at a destination) Safety (accident per person mile)	• Difficult to measure across modes (highway and transit) • Cannot forecast
		Percent or absolute amount of transportation funds allocated to operations and maintenance	Not applicable	• May not correlate directly to system safety
	#2: Rail/On-Road Vehicle Separations	Delay reduction or travel time savings at rail crossings	Not applicable	Difficult to evaluate on a systemwide level
	#3: Pavement/Roadbed Quality	Maintenance and operating cost per persons mile traveled (PMT)	Not applicable	May not correlate directly with pavement quality
		Measure of pavement quality	Not applicable	Cannot measure
		Measure of roadbed condition	Not applicable	Cannot measure
	#4: System Life-Cycle Cost	Total cost to expand and maintain system per PMT or person hours saved	Cost-effectiveness (service provider and societal cost per hour saved)	• Difficult to place a value on societal costs and benefits • Can only be applied to capital improvements, not maintenance projects
		Total cost to expand and maintain system per person trip (PT)	Cost-effectiveness	Same as above
#2: Timely Access to Essential Destinations	#1: Average Person Trip Travel Time	Average Person Trip Travel Time by Trip Purpose	Mobility (average person travel time adjusted for non-motorized and telecommuting)	• Difficult to estimate travel time for non-modeled modes (walking, biking)

GOAL	OBJECTIVE	CTP PERFORMANCE MEASURE	SCAG PERFORMANCE MEASURES	COMMENTS
		Average Person Trip Travel Time within ___Distance of Essential Destinations	Accessibility (percent of trips with travel times under a specified time or distance)	Same as above
		Percentage of persons with access to identified Essential Destinations within ___travel time	Accessibility	• Requires identification of activity centers • Difficult to measure for non-modeled areas • Difficult to include non-modeled modes
	#2: Improved Performance for Goods Movement Between Destinations	Average system travel speed	Not Applicable	• Cannot be measured on a systemwide level for non-modeled areas • Modeled speeds may not be "accurate"
		Average travel speed between origins and destinations critical to goods movement	Not Applicable	Same as above
		Volume to capacity ratio for goods movement by corridor	Not Applicable	Same as above
	#3: Improved Performance for Goods Movement through the County	Average system travel speed on freeways	Not Applicable	Same as above
		Average system travel speed on freeways between identified cordon stations	Not Applicable	Same as above
	#4: Maintain Peak Efficiency and Ease of Use	User-Satisfaction	Consumer Satisfaction (percent of satisfied customers)	• Difficult to assess for future systems

GOAL	OBJECTIVE	CTP PERFORMANCE MEASURE	SCAG PERFORMANCE MEASURES	COMMENTS
		Percentage of Person Miles Traveled occurring under Congested Conditions		Reduction in PMT or VMT (by link) occurring under congested conditions
#3: Fair and Equitable Access	#1: Promote low-cost transportation alternatives	Percentage of People with access to low user-cost alternatives within ___ travel time	Equity (to be determined)	• Difficult to define "access" and "low cost travel alternatives"
	#2: Provide Diversity of Jobs and Housing Opportunities	Number of Jobs and Housing within ____Travel Time of Activity Centers Served by Model Options	Not Applicable	• Cannot measure
	#3: Promote Transportation - Friendly Development	VMT reduced per capita	Not Applicable	• System effects of "transportation friendly development" not clearly understood (i.e., is VMT reduction a good measure?)
#4: Improve Economic Vitality, Public Health, and the Environment	#1: Increase Average Travel Speeds of Local Goods Movement Routes	Average system travel speeds for primary and secondary routes	Not Applicable	• Difficult to measure on a system-wide level for non-modeled areas
	#2: Reduce Transfer Delay at Intermodal Stations	Average travel time in and out of intermodal transfer stations	Not Applicable	• Applicable to project-level only
	#3: Maintain Consistency with SIP Mobile Source Emissions Budget	Tons of Emissions Generated by On-Road Mobile Sources operating within the County	Environment (tons of emissions)	• Required by law
		Average Vehicle Occupancy	Not applicable	• Difficult to forecast without mode split model
		Average Vehicle Ridership	Not applicable	Same as above

GOAL	OBJECTIVE	CTP PERFORMANCE MEASURE	SCAG PERFORMANCE MEASURES	COMMENTS
	#4: Reduce travel costs	Deleted; difficult to measure across modes		
	#5: Reduce rate of consumption of non-renewable energy sources	Gallons of gasoline consumed	Environment (gallons of gasoline)	• Cannot measure for non-modeled areas
#5: Facilitate use of Viable Transportation Opportunities	#1: Coordinate schedules	Average wait/transfer times	Reliability	• Cannot forecast operational characteristics of the system
	#2: Make information available	Level of investment in information systems	Consumer Satisfaction	• Difficult to measure

The transit-specific measures may be used in several contexts. Proposed mitigations developed in the land use/transportation analysis program may rely on transit service. In addition, a deficiency plan may require increased transit services or may encourage increased transit usage. Although the multimodal performance measures identified in this chapter can accomplish these goals, measures of transit frequency, routing, and coordination will continue to provide information needed to support these decisions. The feasibility of the increased services will need to be evaluated in light of the multimodal and transit specific measures, and financial implications of the needed increases in transit service.

The Congestion Management Agency (CMA) is required to monitor the implementation of the CMP by the County and the cities, including the frequency, routing, and coordination of transit service. Transit systems are also legally obligated to maintain fare recovery ratio thresholds and cost per hour growth rates. Transit plans and objectives must continue to recognize these requirements.

3.A.3 OBJECTIVES, POLICIES, AND ACTIONS

The CMP, as an implementation program for the Regional Transportation Plan and the CTP, as well as the program through which California has chosen to meet federal Congestion Management System Requirements, emphasizes maintenance of multimodal mobility for people and goods in ways that meet the safety, economic, environmental, and social needs of the citizens of San Bernardino County.

3.A.3.1 Multimodal Performance Measure Objectives, Policies, and Actions

Objective 3.1 Provide those who live and work in San Bernardino County with timely access to essential destinations.

Policy 3.1.1 - Maintain and apply performance indicators to measure the overall multimodal system performance in travel time to essential destinations.

Action Through the CTP and regional planning process, identify, maintain, and apply performance indicators which measure travel time for people, evaluate the ability of these indicators to measure travel time improvements across all modes resulting from alternative transportation strategies, and use appropriate measures in the CMP.

RESPONSIBILITY: The CMA, the regional agency, transit agencies, Caltrans, and local jurisdictions.

Policy 3.1.2 - Use selected performance indicators to evaluate the effectiveness of plan or program alternatives in achieving the performance goals of the CTP and CMP for San Bernardino County.

Action Incorporate use of selected performance indicators into the CMP Land Use/Transportation Analysis Program, the deficiency plan development process, and the prioritization of projects for the Capital Improvement Program, as appropriate.

RESPONSIBILITY: The CMA, in cooperation with Caltrans, transit agencies and local jurisdictions.

Objective 3.2 Provide for efficient and timely goods movement, as well as mobility for people, within and through San Bernardino County.

Policy 3.2.1 - Use indicators which measure the ability of the transportation system to provide for timely and efficient goods movement.

Action In concert with measures developed through the CTP and RTP processes, use performance indicators which measure the efficiency of goods movement within and through San Bernardino County, evaluate the ability of these indicators to measure travel time improvements across freight transport modes.

RESPONSIBILITY: The CMA, in cooperation with Caltrans, local jurisdictions, and the regional agency.

Policy 3.2.2 - Use selected performance indicators to evaluate the ability of alternative transportation improvements, strategies, and programs to achieve the performance goals and objectives of the CTP and CMP for San Bernardino County.

Action Consider goods movement indicators in the CMP Land Use/Transportation Analysis Program, the deficiency plan development process, and the prioritization of projects for the Capital Improvement Program, as appropriate.

RESPONSIBILITY: The CMA, in cooperation with Caltrans, local jurisdictions, and the regional agency.

Action Evaluate transportation improvements, programs, and plans using the selected indicators of goods movement performance in conjunction with indicators of people movement performance.

RESPONSIBILITY: The CMA, in cooperation with Caltrans, SCRRA, local jurisdictions, and the regional agency.

Objective 3.3 Consider relative cost- benefit and air quality benefits in selecting among transportation plan and improvement alternatives.

Action Incorporate use of cost -benefit analysis, including emission reduction benefits as appropriate, into the CMP Land Use/Transportation Analysis Program, the deficiency plan development process, and the prioritization of projects for the Capital Improvement Program.

RESPONSIBILITY: The CMA, in cooperation with Caltrans, SCRRA, local jurisdictions, and the regional agency.

3.A.3.2 Transit-Specific Goals in San Bernardino County

The CMP transit goals are consistent with local and regional transit goals though they are more specifically focused on transit as a component of a mobility and air quality improvement program. Local and regional goals also address mobility and air quality, but the current mobility emphasis in the small urban and rural communities of the County relates primarily to those who are totally dependent on transit for travel. The CMP transit goals, because they are oriented toward maintaining mobility and improving air quality, are focused on the peak-periods. For the larger urbanized area of the County (San Bernardino Valley) the focus of providing transit service has changed significantly since the last CMP update.

Omnitrans Mission Statement and Service Goals

The new mission statement of Omnitrans is to provide the San Bernardino Valley with

comprehensive public mass transportation services which maximize customer use, comfort, safety, and satisfaction, while efficiently using financial and other resources in an environmentally sensitive manner.

During the preparation of the Short Range Transit Plan for Fiscal Years 2002-2006, the Omnitrans Board adopted a goal to invest 65% of new resources toward productivity-oriented services and 35% toward coverage-oriented with the understanding that the SRTP would be financially constrained and that there would be no diminution of existing coverage-oriented service.

3.A.3.2 **Regional Transportation Plan Goals and Objectives**

The goals of the Regional Transportation Plan for Southern California are stated in Chapter 1 of the CMP. Many relate specifically to multimodality, cost-effectiveness, environmental quality, and goods movement, and are incorporated here by reference.

In San Bernardino County, transit ridership has been increasing significantly in recent years, although a recent market survey indicates that the majority of bust riders are transit dependent. The increasing ridership reflects the increasing population in the County, as well as improvements to existing transit services including the Metrolink commuter rail service serving many of the cities of the San Bernardino Valley portion of the County.

The 2001 RTP Update replaced the prior mode split goal with a new transit goal to maintain the 1997 regional per capita ridership of 34.9. With the regional forecast of a population growth of 22.6 million, a 40% increase in regional transit ridership would be necessary to meet the new per capita goal in 2025. The 1997 per capita ridership for Omnitrans was 6.5. By the end of Fiscal Year 2000-2001 Omnitrans had increased per capita ridership to 13.0, a 100% increase, while population grew by 2%.

The 2001 RTP includes a doubling of the Metrolink passenger carrying capacity through extensive double tracking on critical routes segments, switching and signal improvements, communication improvements, expansion of existing stations and additional equipment.

Community-based circulators or shuttles are also proposed in the 2001 RTP with a goal of potentially increasing transit ridership by 20 percent.

3.A.3.3 **CMP Transit Performance Objectives, Policies, and Actions**

Objective 3.4 Provide those who live, work, or recreate in San Bernardino County with transportation mobility options in addition to the private automobile.

Policy 3.4..1 - Design transit systems to accommodate a broad range of transportation needs, including services for those who are transit-dependent.

Action Monitor transit system performance relative to service frequency, routing, and coordination to maximize it's ability to meet the needs of local residents and employees.

RESPONSIBILITY: Transit agencies, with support from the CMA, local agencies, and the Air Districts.

SCHEDULE: Ongoing.

Policy 3.4.2 - Increase the level of transit service (routing and frequency) over time as needed to accommodate anticipated higher demand.

Action Identify long-term transit needs and funding issues through the CTP process and long-range transit plans.

RESPONSIBILITY: The CMA in cooperation with transit agencies, with support from local jurisdictions.

SCHEDULE: Ongoing.

Objective 3.5 Peak period mobility - Provide transit services to help maintain peak period mobility.

Policy 3.5.1 - Orient measures of transit system performance toward the peak commuting period.

Action Establish new transit service corridors within the time frames specified in the adopted transit plans and the CTP.

RESPONSIBILITY: Transit agencies, San Bernardino County, and the CMA.

SCHEDULE: According to time frames specified herein.

Action Coordinate transit schedules to effectively serve employer start and stop times and shift times.

RESPONSIBILITY: Transit agencies.

SCHEDULE: Ongoing.

Policy 3.5.2 - Coordinate bus operations with commuter rail, park-and-ride/express bus, and high occupancy vehicle facilities.

Action Include existing bus fleet operators in planning activities for commuter rail, HOV, and other facilities, including interbasin vanpooling.

RESPONSIBILITY: SANBAG, Caltrans, local jurisdictions, the Air Districts, and transit agencies.

SCHEDULE: Ongoing.

Objective 3.6 Provide transit services to reduce total vehicle emissions in San Bernardino County.

Policy 3.6.1 - Prioritize expansion of transit services in those corridors or areas that have the highest potential for emission reduction through increases in transit mode share.

Action Consider the air quality benefits of implementing new transit service in each corridor where new service is specified.

RESPONSIBILITY: SCAG, in conjunction with the air districts, transit agencies, and the CMA.

SCHEDULE: Coordinated with preparation of the regional transportation plan.

Policy 3.6.2 - Encourage and facilitate conversion of transit fleets in non-attainment areas to cleaner technologies.

Action Incorporate consideration of emission reduction benefits of fleet conversion to cleaner technologies into transit funding decisions.

RESPONSIBILITY: Transit agencies, the CMA, local jurisdictions, and Caltrans.

Objective 3.7 Operate the transit services efficiently to optimize the financial investment in the system.

Policy 3.7.1 - Support the provision of transit services through land use decisions and site planning that facilitates access to transit and encourages ridership.

Action Through the CTP, identify activity centers and corridors in which higher intensity transit-oriented development and higher intensity bus service, such as bus rapid

transit (BRT), would be beneficial, and would be desired by local jurisdictions.

RESPONSIBILITY: The CMA in cooperation with local jurisdictions, the regional agency, and transit agencies.

SCHEDULE: Ongoing.

Action Provide guidance for transit-oriented development for use by local jurisdictions working with developers in specified activity centers.

RESPONSIBILITY: The CMA, in cooperation with the regional agency, transit agencies, and local jurisdictions.

SCHEDULE: Ongoing (through the regional agency).

Action Through the regional and subregional planning processes, identify appropriate transit technologies and service characteristics to best meet the transit needs of future activity centers.

RESPONSIBILITY: The CMA, in cooperation with the regional agency, transit agencies, and local jurisdictions.

SCHEDULE: For incorporation into the CTP.

Policy 3.7.2 - Maintain required farebox recovery ratios and cost per hour requirements.

Action Maintain records on farebox recovery ratios and cost per hour requirements and annually report these indicators in the CMP.

RESPONSIBILITY: Transit agencies and CMA.

SCHEDULE: Annually.

Action Modify transit services and pricing policies to maintain farebox recovery ratios and cost per hour requirements.

RESPONSIBILITY: Transit agencies.

SCHEDULE: Ongoing.

3.B CMP PERFORMANCE MEASURES

Based on Section 3.A.3 this element, traffic LOS and measures of transit frequency, routing, and coordination are to be augmented by indicators capable of measuring progress toward the following objectives:

1) Timely access to essential destinations.

2) Efficient and timely goods movement.

3) Relative cost-effectiveness of plan and improvement alternatives.

4) Relative air quality benefits of plan and improvement alternatives.

Measures under consideration to address each of these objectives are cited below:

Timely Access -

1) Average Person Trip Travel Time

2) Mobility Index (average person trip travel time adjusted for transit, non-motorized, telecommuting)

3) Lost time (Actual travel time - normative travel time)

Goods Movement -

1) Average travel speed between origins and destinations critical to goods movement

2) Reliability (variance between actual and anticipated travel times)

Cost Effectiveness - 1) Total cost to expand, operate, and maintain system per:

a) person-miles traveled

b) person-hours saved

c) person-trip

Air Quality - 1) Tons of criteria pollutant emissions from on-road and other transportation sources.

2) Cost per ton of criteria pollutant emissions reduced.

The development and application of indicators of multimodal transportation system performance and goods movement are necessary and desirable components of regional and subregional transportation planning and programming, as well as being mandated by federal and state law. However, use of these measures is in its infancy, and although the measures cited above are eligible to be used as necessary to meet CMP requirements, they should not be considered an exhaustive list of the measures through which CMP requirements can be fulfilled. Further review and analysis of these and other indicators is occurring through State, regional, and countywide transportation planning efforts.

Specific measures to be used in addition to traffic LOS in the Land Use/Transportation Analysis Element and Deficiency Plan Element of the CMP are to be selected through the CMPTAC, subject to approval by the CMA Board of Directors. Use of the selected measures will be incorporated into the guidance for these elements to be contained in revisions to Appendices C and D, respectively. These revisions and subsequent updates, as needed, will be developed and incorporated into the CMP as they are completed, subject to CMA Board approval.

3.C EXISTING TRANSIT SERVICE

Communities in San Bernardino County with smaller populations are served by demand-responsive or limited fixed route systems, while larger, more densely populated cities are served by both a full fixed-route system and demand-responsive systems serving smaller subareas or special-needs populations such as elderly or persons with disabilities. Two transit operators, Greyhound and Orange Belt Stages, provide long-distance, intercity transportation. Major transfer points for Greyhound routes in San Bernardino County are San Bernardino, Victorville, and Barstow. Routes generally follow the major freeways. Orange Belt Stages operates one route between Fresno, California, and Las Vegas, Nevada, with an intermediate stop in

3.C.1 MOUNTAIN/DESERT REGION TRANSIT SERVICE

Since adoption of the first CMP in 1992, several changes in the types of transit service offered have occurred. Many of the demand responsive services have modified their operation by changing from a many-to-many dial-a-ride service to a deviating fixed route service.

Within the Victor Valley, the City of Adelanto now operates, under contract with the Victor Valley Transit Authority (VVTA), two deviated fixed routes; both providing service that connects Adelanto with Victorville. Traditional fixed route service is offered within the urbanized portion of the Victor Valley serving the Town of Apple Valley and the Cities of Hesperia and Victorville with eight routes. The VVTA also operates

limited fixed route service (three runs per day) connecting Wrightwood, Phelan and Pinion Hills with Victorville and provides deviated service during the mid-day to the Tri-Communities area. Service to the Oro Grande and Silver Lakes area was also changed to route deviated service and will be increased to three round trips during Fiscal Year 2002. During Fiscal Year 2001-2002, VVTA is expected to implement commuter bus service connecting the Victor Valley with the Metrolink station in Rancho Cucamonga and Ontario Mills as well as downtown San Bernardino.

In the Barstow area, deviated transit service has been provided to the unincorporated areas surrounding the City of Barstow including Hinkley, Lenwood, Yermo, Daggett and Newberry Springs. Currently, three fixed routes are operated within the City of Barstow along with demand responsive service for the elderly and persons with disabilities.

In the Morongo Basin, ~~a~~ the Morongo Basin Transit Authority (MBTA) provides deviated fixed route service the Town of Yucca Valley and the City of Twentynine Palms, and the unincorporated communities of Landers and Flamingo Heights. Demand responsive service is also provided within the Town of Yucca Valley and City of Twentynine Plams as well as the unincorporated communities of Morongo Valley, Joshua Tree and Wonder Valley in the Morongo Basin. In addition, limited fixed route service is provided between Twentynine Palms and Yucca Valley and from the Morongo Basin to Palm Springs and Palm Desert in the Coachella Valley. Within the mountain communities, the Mountain Area Regional Transit Authority (MARTA) provides two fixed route services; one within the Big Bear Valley and one off-the-mountain fixed route that connect Crestline, Lake Arrowhead, and the Big Bear areas with the San Bernardino Valley. Demand responsive service is also provided by MARTA within Big Bear Valley and in Crestline, Lake Arrowhead and Running Springs

The Americans with Disabilities Act (ADA) requires that fixed route operators provide complimentary paratransit service for persons with substantial disabilities. The City of Barstow provides a dial-a-ride service for persons with disabilities and senior citizens. Within the Big Bear Valley a general public dial-a-ride service is provided. And, within the Victor Valley, an ADA complementary paratransit service and specialized subscription service is provided.

The City of Needles initiated deviated fixed route service in 1995, and continues to provide dial-a-ride service for seniors, and persons with disabilities.

Other demand responsive (dial-a-ride) systems operating in the Mountain/Desert Region include: Big River south of Needles and Trona.

While none of these systems are not running as frequently as thirty minutes, the common benchmark for commuter-oriented transit service, their schedules and routing have been developed with a focus on service work trips and well as non-work trips.

3.C.2 SAN BERNARDINO VALLEY REGION TRANSIT SERVICE

Southwestern San Bernardino County's more urbanized population is served by both demand-responsive and fixed-route service as provided by Omnitrans, the primary transit operator in this region of the County. Omnitrans thirty-three local and two express fixed route system requires the use of 145 peak-hour buses and is designed to serve most local and commuter-oriented needs of the general public, although a community-based demand-responsive systems are available for general public use in Chino Hills, Grand Terrace and Yucaipa. Omnitrans also provides ADA required

complementary paratransit service for persons with substantial disabilities.

The Southern California Regional Rail Authority (SCRRA) initiated commuter rail service via the San Bernardino-Los Angeles Line between Montclair and Los Angeles in February 1993. Service on this line was extended to San Bernardino in May 1993. And the SCRRA initiated commuter rail service on the Riverside-Ontario-Los Angeles Line in June 1993. As of July 1, 2001, the San Bernardino-Los Angeles Line includes fifteen westbound and eastbound trips each weekday. Eight trips are operated during the morning peak period and seven trips are operated during the evening peak period. Saturday service was initiated in September 1995 and now consists of six trains in each direction. Sunday service was initiated in June 2000 with four trains in each direction.

Service on the Riverside-Ontario-Los Angeles Line consists of five trips in morning peak period and five trips in the evening peak period and two off- peak trips, one in each direction .

Service from San Bernardino to Orange County (Irvine) was initiated in January 1996. There are three peak hour trips in the morning, four peak hour trips in the evening and one off-peak trip in each direction.

To the extent feasible, Omnitrans has revised bus schedules and routes to serve the new commuter rail stations. Commuter-oriented services are found mainly in the more densely populated urban areas in the southern part of the County and are provided by Omnitrans' fixed route service. Omnitrans currently provides service to approximately 90 percent of the major employers in the Valley.

Since January 1997 Omnitrans has continued a course initially recommended from a comprehensive operational analysis that included reducing fixed route coverage and increasing frequencies. The results of this effort has provided many routes operating on 15minute headways while others were increase to 30minute headways. The corridors with 30minute or better peak-period service are as follows:

- Yucaipa and Redlands to San Bernardino
- Montclair to Chino
- North/Central San Bernardino Corridor
- Fontana/Rancho Cucamonga /Montclair
- Montclair to Ontario
- North of I-10 from San Bernardino to Fontana
- Highland to San Bernardino
- I-10 Express – San Bernardino/Arrowhead Regional Medical Center/Ontario Mills/Montclair
- Pomona/Ontario/ Fontana
- Upland/Ontario/Chino
- Central Ontario/Southeast Ontario/Rancho Cucamonga
- Baseline Corridor – San Bernardino to Fontana
- Foothill Corridor – San Bernardino to Fontana and Fontana to Montclair
- Riverside Avenue – Rialto
- Highland to Redlands

3.D TRANSIT-SPECIFIC OBJECTIVES FOR SAN BERNARDINO COUNTY

3.D.1 ROUTING/FREQUENCY OBJECTIVES

The routing and frequency objectives in the San Bernardino Congestion Management Program are designed to do the following:

- Reinforce the existing transit service objectives related to providing for local mobility needs,
- Focus transit service enhancements on commuter markets and corridors,
- Reflect existing transit plans and projected resources,
- Provide direction for San Bernardino County to achieve the year 2001 Regional Transportation Plan goals, and
- Allow for operational flexibility in routing, scheduling, and the general provision of transit service to achieve the standards.

Maintenance or improvements in service as indicated by these objectives is also subject to the transit agencies achieving legally mandated minimum farebox recovery ratios and subsidy per hour requirements.

Because the transit-specific CMP objectives are designed to reflect current services and planned service improvements as well as longer-range mobility and air quality goals, they have been designed to reflect improved service over time. Objectives have been established for the following time frames:

- One to two years to reflect current service and improvements programmed for immediate implementation.
- By 2000 to reflect the transit goals for the CMP planning horizon (and to reflect Omnitrans' current five-year improvement program). Transit operators' five-year plans will identify improvements programmed for immediate future.
- By 2025 to reflect the transit service assumed for San Bernardino in the Regional Transportation Plan.

Table 3-2 presents the transit routing/coverage and frequency objectives. The objectives are organized as follows:

- Local service objectives related to service provided to meet local mobility needs,
- Corridor objectives for major commuter corridors, and
- Employer/Activity center objectives for the provision of service to major transit destinations.

The time frame for service frequency improvements reflects the current transit providers' five-year plans and the Regional Transportation Plan (RTP) goals. To achieve the RTP goals for San Bernardino County, it is projected that these corridors will need to have at least 15 minute and possibly 10 minute peak-period service, and in some cases even more frequent if demand warrants.

3.D.1.1 **Local Service**

The local service objectives are designed to allow each community the flexibility to meet local mobility needs in the manner most appropriate for each area. In some areas, particularly in the Mountain/Desert area, local mobility needs are

best met with a general public dial-a-ride; or deviated fixed route services; for other areas a combination of fixed-route service and special purpose dial-a-ride service more effectively meets community needs. Objectives for local service reflect the need to provide service to a majority of the population as well as the CMP goal of having transit be a viable travel option to most major employment and activity centers.

3.D.1.2 **Corridor Service**

The CMP transit objectives identify existing transit corridors as well as new ones to be developed over the next several years. The purpose of identifying these corridors is to establish guidance for transit service improvements and to encourage future development within these transit corridors. Transit service is most effective in attracting choice riders where there is a density of trips to support frequent service. These transit corridor objectives are as follows:

- San Bernardino/Riverside to Irvine -- 60 minute peak period frequency. (Commuter rail to be implemented 1/96)
- San Bernardino/Ontario/Montclair to Los Angeles -- 40 minute peak period. (Commuter rail in place)
- San Bernardino to Fontana to Montclair -- 15-minute peak period, combined routes. (Service in place after restructuring)
- San Bernardino to Redlands -- approximately 30 minutes in the peak periods. (Service in place after restructuring)
- Ontario Airport to Rancho Cucamonga -- 30-minute peak period, 15-minute frequency as the longer-term objective.
- Montclair/Chino -- 30 minute peak period frequency with long-term objective of 15 minutes in the peak.
- Montclair/Ontario -- current service provides 30-minute frequency.
- North/Central San Bernardino Corridor -- maintain current 15 minute average frequency. (Service in place after restructuring)
- Redlands to Highland – maintain current 30-minute frequency.
- Victorville to San Bernardino/ Ontario -- develop transit service plan and implement demonstration service. VVTA to implement in Fiscal Year 2001-2002.
- Crestline/Lake Arrowhead to San Bernardino -- objective is 30 minute peak period frequency.
- Big Bear Lake to San Bernardino Valley -- consider non-highway alternative for travel between San Bernardino Valley and Big Bear Lake Area. No objectives established to date.

3.D.1.3 **Employer/Activity Centers**

Transit standards have been established for service to employers and major activity centers to reflect the need for service to major transit destinations. Systems in the Mountain/Desert region of the county provide service to major community service destinations, particularly medical facilities. Service improvements in this region have focused more on serving employment centers. Currently, OMNITRANS provides service within one-half mile of approximately 90 percent of the major employers (employers with over 100 employees) within its service area. The CMP transit objectives call for transit service to major

employers to increase to 90 percent of major employers served within one-fourth mile by 2000.

While service is being planned to serve a greater number of major employers, it is important for future employment development to occur in existing transit corridors, or at least in areas easily served by transit. These transit objectives are not meant to imply that the transit providers have an obligation to provide service to every new employer, regardless of location. Rather, it is hoped that available transit services will be considered in the initial phases of project location and that once a site is selected, the project design will be developed to accommodate transit service (particularly through pedestrian friendly environments, the ability of transit to serve the "front door," and rider amenities such as transit shelters).

The transit objectives to major activity centers reflect the need to serve all major activity centers, such as government centers, major regional shopping centers, and major medical facilities. As rail service is developed in the county, the CMP transit objectives call for feeder bus service to the rail stations.

3.D.2 TRANSIT COORDINATION OBJECTIVES

The CMP legislation requires that measures be maintained for the coordination of transit services. Table 3-2 presents the coordination objectives for the San Bernardino CMP. Currently, there is a policy among operators to cross service area boundaries when passenger demand warrants, and there are interagency service agreements for the provision of service beyond county boundaries. The CMP coordination objectives provide for the continuation of policies for coordination of service and schedules.

The existing SANBAG policy to honor transfers from other systems is incorporated into the CMP fare coordination objective. The fare coordination objective also includes participation in the regional transit pass program as it develops.

3.E FIVE-YEAR TRANSIT CAPITAL PROGRAM

The five-year transit capital program to support the CMP transit objectives is provided in Appendix E. Capital needs are summarized for commuter rail service, Omnitrans, and the Mountain/Desert Region.

Table 3-2 San Bernardino Congestion Management Plan

Coordination Standards

AREA	CURRENT	CMP STANDARD
Service	Informal policy to cross service area boundaries when passenger demand warrants Two interagency funding agreements for provision of service beyond county boundaries	Service planning to corridor areas just over service area boundary Schedules of county operators to be coordinated to allow transfer to other regional operators to extent feasible Operators which have common transfer points be required to share information on service/ schedule changes As rail service is developed, local services are scheduled to provide feeder service to stations
Fare	Interagency transfers governed by SANBAG 8/80 rules: 1) Public transit operators shall mutually issue and honor transfer tickets submitted as one base fare for continuation of a trip 2) fares collected for such interoperator transfer tickets shall be retained by the issuing operator and shall not be greater than the charge for intra-operator transfers 3) To the extent practical, the ability to transfer conveniently shall be built into the schedules and stops of interconnecting lines.	Use current SANBAG policy Participate in Regional Transit Pass Program as it develops.